



GRIM STUDY—Police officers check over wrecked moving van that killed seven persons and smashed ten cars Friday morning in the Clay Street catastrophe. Looking at the van, which was confiscated by the city and taken to the city corporation yard, are, from left, Sgt. Otto Flyander, Officer Frank Forench and Officer Thomas Dempsey.

Truck Curb Is Hinted In Tragedy Aftermath

San Francisco officials, shocked by the tragedy in which a runaway truck-trailer killed seven persons, said yesterday they would seek a study of the safety laws governing heavy vehicles, to prevent such a disaster again.

District Attorney Thomas C. Lynch and George Christopher, president of the board of supervisors, said a revision of the regulations may be necessary.

Lynch added that a study might show the necessity of keeping the heavier trucks off such streets as Clay.

WILD COURSE.

It was down Clay for five blocks from Jones Street that the truck-trailer, a moving van operated by the Aero Mayflower Company of Indianapolis, hurtled Friday on its wild course that ended with the deaths of six pedestrians and the driver, William McCandless, 41, of Davenport, Ia. The truck's brakes had failed.

The van came to a stop on Clay near Kearny Street in a burning tangle of twelve parked cars that it had swept from their parking spaces.

Lynch quoted the driver of a big rig similar to that in the accident as saying that when a huge truck-trailer starts rolling down a hill it can't be stopped.

"This is a rather startling statement, that even with all previously approved safety devices a truck can't be stopped when it begins to roll," he said.

"We should examine the situation thoroughly to determine what should be done."

Christopher said the police will be asked to recommend any changes that should be made in the law.

ONE SUGGESTION.

He also pointed out that McCandless was unfamiliar with San Francisco's hills, and proposed that out of town truck drivers be required to familiarize themselves with the topography here.

Meanwhile, sweeping investigations were under way to determine officially how the truck got away from the driver.

Although the cause has been fixed tentatively as failing brakes, the wreckage, impounded and taken to the city

corporation yard, will be subjected to painstaking examination by mechanical experts.

Tuesday morning, representatives from the various agencies involved will meet at the corporation yard to examine the wreckage.

However, the findings of the various inquiries are not expected to be disclosed until the inquest, tentatively scheduled for 9:15 a. m. Thursday.

SUBMIT FINDINGS.

At that time, most of the investigating agencies will submit their findings to Coroner Henry Turkel and the coroner's jury summoned to determine where blame, if any, shall be placed.

Official investigations are being made by the police homicide and accident bureau officers, the fire department, the district attorney's office, the coroner's office, the Interstate Commerce Commission.

Separate inquiries were under way by the insurance companies.

Patrolmen Walter Yarnell and John P. Daly, of the accident prevention bureau, said yesterday their investigation so far showed that McCandless started losing the air from his brakes at Clay and Jones Streets, and rolled down the hill unchecked from that point.

LOAD OF FURNITURE.

McCandless arrived in San Francisco from the East about midnight Thursday and was en route to deliver a load of furniture to an apartment at 1224 Sacramento Street when the van went out of control.

He was driving for the Aero Mayflower Company, but owned the tractor of the big rig himself. The trailer was company property. Officials said he had a very good record with no chargeable accidents against him in four years.

He is survived by his widow and four children in Davenport. A brother, Albert, lives in Sacramento.

McCandless rode in his cab, fighting to control the rumbling behemoth, the length of its wild dive from the crest of the Clay Street hill, at Jones, to the point near Kearny where it stopped.

His helper obeyed McCandless' instructions and jumped to safety.